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SERVICE BULLETIN

Classification:

EL01-022

Reference:

NTB01-073a

Date:

November 9, 2001

2002 ALTIMA/MAXIMA; STATIC RADIO NOISE CAUSED BY IGNITION COILS

This bulletin has been revised. The Applied Vehicle(s) were updated.
Please discard paper copies of NTB01-073.

APPLIED VEHICLE(S):

2002 Altima (L31)
2002 Maxima (A33)

SERVICE INFORMATION

If the radio of an applied vehicle exhibits the following symptom:

- Static noise heard from the speakers that "follows" engine speed on certain FM radio stations,

The cause may be the ignition coil resistors. A new resistor assembly (located inside the ignition coil tube) is available to repair the described symptom, if it should occur.

SERVICE PROCEDURE

1. Start the engine and allow it to idle.
2. Turn radio on and search for several FM stations until a steady "ticking" or "popping" noise is heard through the speakers.

Notes:

- Weaker radio stations may make the static noise easier to detect, if it exists.
 - Increasing the treble and decreasing the bass settings may also make the "ticking" noise easier to detect, if it exists.
3. If the incident is duplicated, accelerate the engine and note if the frequency of the "ticking" or "popping" noise increases with engine speed.
 4. If the noise does not follow the engine speed, the incident is not caused by the ignition coils. Consult the appropriate section of the Service Manual to diagnose and repair the incident.
 5. If the noise follows the engine speed, remove all ignition coils from the engine. Refer to the 2002 vehicle's Service Manual for removal procedure of the ignition coils.
 - Altima with 4 cylinder engine-page EM-26
 - Altima with 6 cylinder engine-page EM-127
 - Maxima-MA-17 (changing spark plugs), steps 1 to 3 only.

627437

Notes for Maxima and Altima with 6 cylinder engine:

- It is only necessary to separate the intake collector from the intake manifold to remove the ignition coil. Do not remove the throttle body from the intake collector.
- It is not necessary to drain the coolant.

6. Replace the resistor assembly in all ignition coil tubes as follows:

- A. Pull the rubber boot away from the ignition coil. Then, twist and pull the ignition coil tube from the ignition coil to separate them (see Figure 1, 6 cylinder shown, 4 cylinder similar).

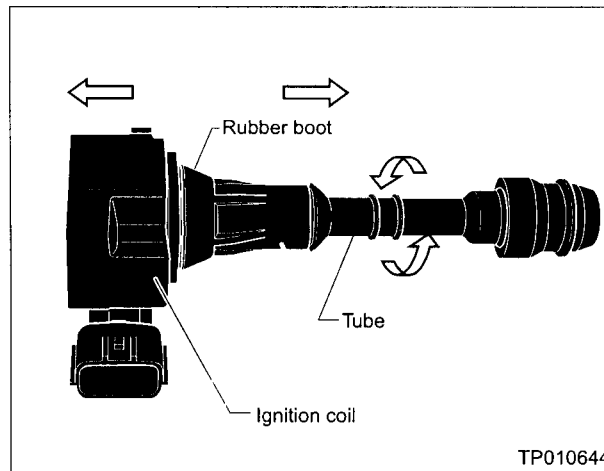


Figure 1

- B. Remove the old resistor assembly parts from the ignition coil tube and discard. Insert the new resistor assembly into the ignition coil tube in the orientation shown in Figure 2 below (6 cylinder shown, 4 cylinder similar).

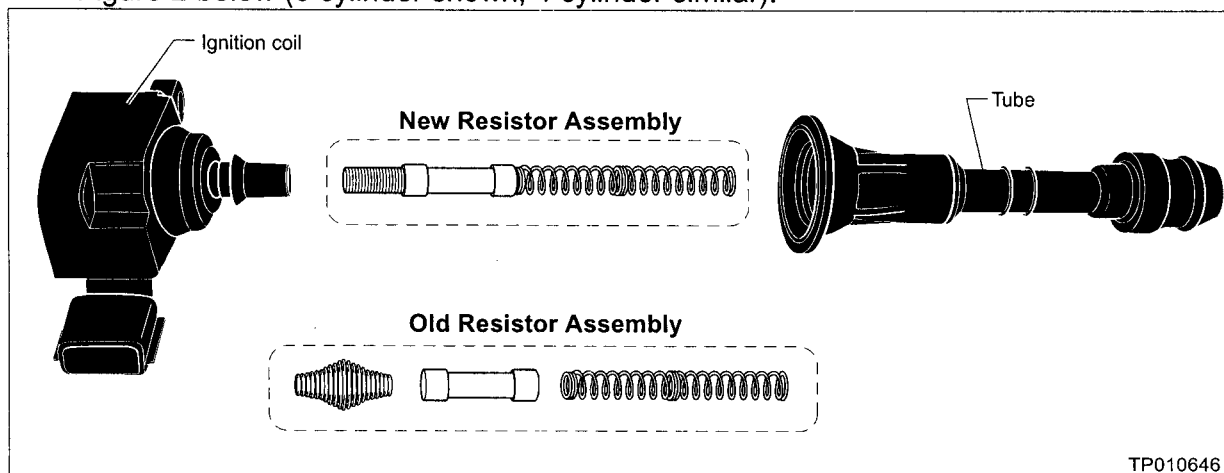


Figure 2

C. Assemble the ignition coil tube to the ignition coil.

- Rotate the tube while pressing onto the coil.
- A "pop" sound will be heard when the rubber boot is seated correctly to the ignition coil.
- Ensure there are no gaps and bulges between the coil body and the rubber boot (see Figure 3).

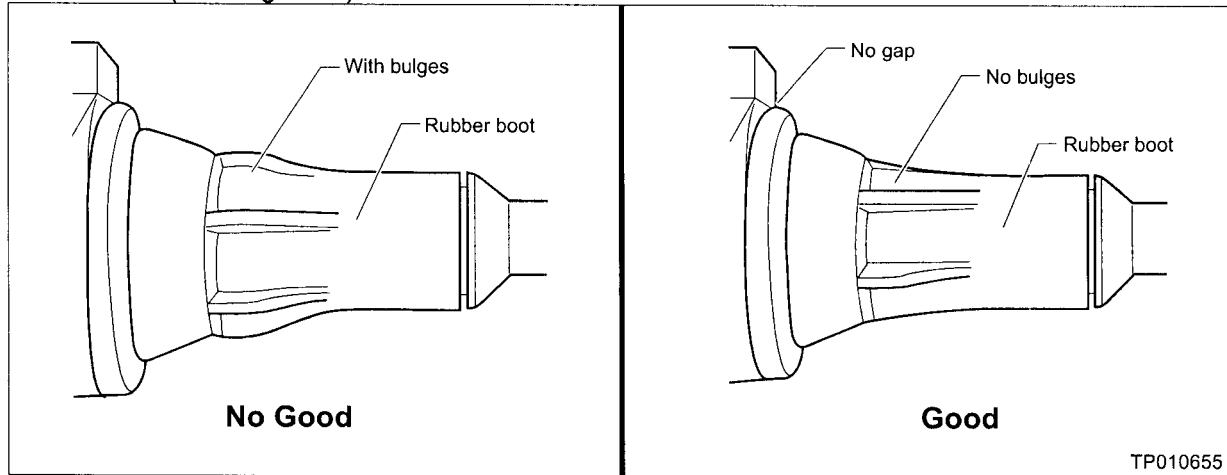


Figure 3

7. Install the repaired ignition coils with the new resistor assembly to the engine. Refer to the 2002 vehicle's Service Manual for installation procedure of ignition coils.
 - Altima with 4 cylinder engine-page EM-26
 - Altima with 6 cylinder engine-page EM-127
 - Maxima-MA-17 (changing spark plugs), steps 1 to 3 only.
8. Check to ensure the incident has been resolved.

PARTS INFORMATION

DESCRIPTION	PART #	QUANTITY
Spring Kit (6 cylinder)	22468-8J125	1
Gasket-Intake Collector(6 cylinder)	14032-8J105	1
Spring Kit (4 cylinder)	22468-6N225	1

CLAIMS INFORMATION

Submit a Primary Failed Part (PP) line claim using the following claims coding:

DESCRIPTION	PFP	OP CODE	SYM	DIA	FRT
R&R All 4 or 6 Coils & RPL Resistor Assy's (includes R&R Collector, if required)	(1)	GX07AA	HB	32	2.5 hrs (A33/VQ) 0.5 hrs (L31/QR) 2.0 hrs (L31/VQ)

1. Reference the Parts Information table above and use the indicated 4- or 6-cylinder Spring Kit P/N as the PFP.